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1857

NINTH ANNUAL REPORT

OF THE

President and Directors

TO THE

STOCKHOLDERS

OF THE

SEABOARD AND ROANOKE RAILROAD COMPANY.

Submitted March 14, 1857.

NORFOLK:

PRINTED AT THE OFFICE OF THE SOUTHERN ARGUS.

1857

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NINTH ANNUAL MEETING.

OFFICE OF THE SEABOARD & ROANOKE RAILROAD CO.,
Portsmouth, Va., February 26, 1857. }

The ninth annual meeting of the Stockholders of the Seaboard and Roanoke Railroad Company was held at their office this day.

On motion, Charles A. Grice, Esq., was called to the Chair, and Richard Walke appointed Secretary.

On motion, the Chairman appointed Messrs. W. J. Wright and Owen D. Ball, a Committee to examine the proxies and ascertain whether a quorum were present.

The Committee reported that a majority of the Stock was not represented.

The President stated that the Stockholders at their last annual meeting had omitted to appoint the usual Committees to examine the road, the rolling stock and accounts of the Treasurer, and suggested that the meeting recommend a Committee for each of these departments.

Whereupon, Messrs. John E. Doyle, W. H. H. Hodges, John B. Whitehead, W. J. Wright, and James Cornick, were recommended as a Committee for the examination of the road.

Messrs. George W. Bluford, V. B. Billisoly, Charles A. Grice, and H. N. Page, for rolling stock.

Messrs. W. H. Hunter, George M. Bain, Jr., Henry Irwin, and Holt Wilson, for Treasurer's Accounts.

On motion,

Resolved, That the meeting be adjourned until Saturday, the 14th day of March, at 11 o'clock, and that public notice be given of the same in the newspapers of Portsmouth and Norfolk.

CHAS. A. GRICE, *Chairman.*

RICHARD WALKE, *Secretary.*

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OFFICE SEABOARD & ROANOKE RAILROAD, Co. }
Saturday, 14th March, 1857. }

Pursuant to adjournment a meeting of the Stockholders of the Seaboard & Roanoke Railroad Company, was held at their office, in Portsmouth, at 11 o'clock, this day. Charles A. Grice, Esq., in the Chair.

On motion, Messrs. Tazewell Taylor, W. H. H. Hodges, and George W. Bluford, were appointed a Committee to ascertain the amount of stock represented in the meeting.

The Committee reported as follows:

Whole number of shares 6,440, entitled to 3,878 votes.

The number of shares represented in person, 900, entitled to 568 votes. The number of Shares reported by proxy, 3,768 entitled to 2,074 votes. Total number in person and by proxy, entitled to 4,668 votes.

On motion, the report of the Committee was accepted and ordered to be recorded.

The ninth Annual Report of the President and Directors to the Stockholders of the Company, was then read by the President.

On motion, the same was received and ordered to be recorded.

The report of the Superintendent to the President and Directors, the statements of the Treasurer showing the financial condition of the Company, together with the report of the Committee appointed to examine the books and accounts of that officer, reports of the Committees on the condition of the road, the rolling stock, &c., &c., were then submitted.

On motion, the statements and reports were received and ordered to be filed.

The following resolutions were then offered and adopted:

Resolved, That the President and Treasurer be, and they are hereby instructed to extend the Fourth Mortgage Bonds of the Company for the period of eight years from 1st instant, so far as the same can be effected by making the said bonds convertible at any time, at the option of the holder into stock of the Company at the rate of fifty dollars per share: Provided, the

Stockholders of the Company and their assigns be allowed to take their pro rata proportions of the said bonds, or of a registered loan bearing seven per cent. interest, and convertible into stock on the same terms as said bonds.

Resolved, That a circular be addressed to each Stockholder of the Company or his Attorney, advising him of the proportion of said bonds registered loan to which he may be entitled, and informing him that in the event of his desiring to take the same, it will be necessary for him or his assignee to remit the amount of the same with interest from the 1st instant, on or before the 15th day of April next, in a check on one of the banks of Portsmouth, Norfolk, Richmond, Baltimore, or Philadelphia, or in a satisfactory acceptance, payable in one of the Northern cities.

Resolved, That the Company hereby stipulates with the parties now holding the Fourth Mortgage Bonds of the Company and their assigns, as an inducement to withhold demanding the same until it may be convenient to the Company to redeem them—that so far as the same may not be required to meet the demands of the stockholders of the Company or their assigns, the parties now holding the same and their assigns will be allowed the option of extending the same on the terms offered to the Stockholders and for the period of four years from the 1st instant, with the power of converting the same into stock of the Company, at the rate of fifty dollars per share.

Resolved, That in the event of an Association or Company being organized to run a propeller line between the ports of Norfolk and Portsmouth and New York, to run to, discharge and receive freight from the wharves of the Company, that the President be authorized to unite with the North Carolina Railroad Companies in making a subscription thereto: Provided, that not more than one-third of the whole amount subscribed by the several Railroad Companies be subscribed by this Company.

Resolved, That the President be instructed to apply to the Legislatures of Virginia and North Carolina, at their next sessions, for authority to the Company to procure and run steam vessels from the ports of Norfolk and Portsmouth to any ports on the Atlantic and to take stock in any Company that may be chartered for such purpose.

Resolved, That on and after the first day of April next, tickets on this road with the privilege of returning at any time within four days, (including the day on which the ticket is issued,) be issued at an advance of one-half on the price of

the single ticket, provided that excursion tickets for Companies exceeding fifty, may be issued for the price of the single ticket.

Resolved, That the resolution passed at the annual meeting of the Stockholders on the 23d February, 1854, in relation to the Northern and Southern mail be and the same is hereby so far modified as to allow the Board of Directors to agree to transport the great Northern and Southern Mail once daily, (the schedule being both ways by day light,) at not less than \$237 50 per mile.

On motion, Messrs. W. E. Taylor, George M. Bain, Jr., and John B. Whitehead, were appointed a Committee to examine into the condition and management of the road and its affairs during the ensuing year.

The meeting then proceeded to elect a President and Board of Directors for the ensuing twelve months.

Samuel M. Wilson, Esq., was nominated and unanimously re-elected President of this Company.

The following named gentlemen were then nominated and unanimously re-elected Directors :

THOMAS HUME,
TAZEWELL TAYLOR,
J. MARSDEN SMITH,
MOOR N. FALLS,
MONCURE ROBINSON,
DAVID A. BARNES.

On motion, the meeting then adjourned.

CHARLES A. GRICE, *Chairman.*
RICHARD WALKE, *Secretary.*

THE NINTH ANNUAL REPORT OF THE PRESIDENT AND DIRECTORS.

To THE STOCKHOLDERS OF THE
SEABOARD & ROANOKE RAILROAD COMPANY.

Gentlemen—

In accordance with the provisions of the by-laws, we beg leave to submit the Ninth Annual Report on the condition of the Company.

In the performance of this duty it is a source of much satisfaction, that we have nothing to state in any way calculated to impair your confidence in the success of the road; but on the contrary in the statements we exhibit and facts we bring to your notice, to be able to furnish the most reliable assurances of its future prosperity.

These assurances are to be found in the steady increase of the businesss of the Company; in the success and stability of the lines of railway in North Carolina already completed and connecting wtth us, whose interests to a great extent are identified with ours; and in the lines being built and projected farther West, destined at no very distant period, to perfect a railway transit from the waters of the Elizabeth at the terminus of your road, to those of the Mississippi at Memphis. These facilites for transportation, existing and in prospect, if availed of in connection with our noble harbor, here at the very gates of the ocean, must enable you in time to garner an amount of business for the road sufficient to content its warmest advocates.

The income for the present year, derived entirely from ordinary and general business, has been as follows:

From passengers.....	\$88,160 80
" Freights.....	104,646 81
" United States Mail.....	8,000 00
" Adams' & Co's Express.....	2,858 47
In all,.....	<hr/> \$203,666 08

In this connection it may not be improper to remark, that the intensely cold periods of the past and present winter, during which our business was much obstructed and in part suspended, both came within the range of the fiscal year and materially lessened our receipts. This should be taken into account in any estimate that may be made, contrasting the business of the present with previous years; as also, the fact that the receipts of the year 1844'55, the year most closely approximating the present income, embrace some \$10,000, received for transportation of iron rails for the construction of two Railroads in North Carolina. Keeping these facts in view, it is apparent, that the receipts of the present year, indicate a considerable accession to the business of the Company.

Our current expenses for the year, as shown in detail by the statement of the Treasurer, amount to \$120,659 97. This includes the cost of 3,500 cords of wood now on the line of the road, purchased during the year over and above the consump-

tion of the year; an unusual amount of repairs to engines, occasioned by the accident at Margarettesville, in March, 1856; the building of two new tenders, and re-building of three house and three platform cars, and the re-building of Shingle Creek and Landing Bridges, and a new abutment to Nottaway Bridge, together with other items of expense of less magnitude, not of annual occurrence, but incurred within the range of the fiscal year.

Of the income over and above expenses, there has been expended:

In payment of dividend on guaranteed stock,	}	\$51,524 76
interest on debt and exchange.....		
For new equipment.....		16,800 00
For construction, embracing track through Water street filling up trestle work, building	}	13,806 18
Engine house, wharf, &c.....		
In all.....		\$82,130 94

Our surplus income as yet has only been sufficient to meet the guaranteed dividends and interest on debt, and such calls on account of construction and equipment, as the interest of the demands of business made it necessary to respond to. We have thus been unable to appropriate any portion of the road earnings to the reduction of the existing debt.

By reference to the statements of the Treasurer accompanying this report, it will be perceived that our outstanding debt remains about the same in amount as reported to the last Annual Meeting, with this difference, that the Fourth Mortgage Bonds have matured and are now payable at the pleasure of the holders. Of these a portion have been called for and purchased by the Company. In order to effect this, however, it was necessary to increase our floating debt in a similar amount, for which the purchased bonds were pledged as collateral. We would recommend that some adequate provision be made by you for the bonds under the mortgage referred to.

In addition to the Fourth Mortgage Bonds, the debt due the State of North Carolina, hitherto named in our accounts as the Weldon Toll Bridge Fund, fell due during the year; but the Legislature of that State at their late session kindly extended the payment for five years, on condition that the interest be paid semi-annually. A certified copy of the act extending the payment is herewith submitted to you.

Should provision be made for the payment of the Fourth Mortgage Bonds as recommended, no debt of any magnitude will fall due prior to the year 1860, when our first mortgage

bonds mature. It should in the meantime be the policy of the Company to make the best practicable provision for this mortgage; but as several years are yet to intervene before its maturity, and believing that in the property and resources of the Company, there are ample means and facilities for compassing any plan of liquidation or extension, it may see fit to adopt, we forbear any further suggestion.

The outstanding convertible mortgage bonds maturing in the year 1870, if not converted into stock, and the debt due the State of North Carolina, can no doubt be readily provided for from the earnings of the road.

The increase in our business before referred to has been in our freights; and while there is every reason to believe that our passenger business will continue good and remunerative, it is to freight we look for the large accession of business to which the location of our road entitles us.

It lies directly in the path from the commercial centre of the country, New York, to the lines of railway which supply the greater portion of the people of North Carolina with their consumption and bear their productions to the ocean. The counties traversed by these lines, are many of them the most populous and among the most productive in the State, aggregating a population of 264,982; among whose productions, as stated by the last census, are 20,321 bales of cotton, 853,856 bushels of wheat, 6,459,670 pounds of tobacco, and 9,575,022 bushels of corn.—The statistics we give are confined to the counties through which the railways pass—many others adjacent, equalling these in population and production, have no other outlet to the Seaboard and to a greater or less extent use the railways. A still more extensive region in Western Carolina and Tennessee, is opening to us, through the extension of the North Carolina Railroad. To the whole country referred to, the port of Norfolk and Portsmouth, in connection with your railway and its connecting lines, is the most expeditious and convenient place of shipment to or from New York, as well as to the other cities of the North and to Europe. Already has this country given to the road the major part of the freights received by it, and we believe it only necessary that the route be understood, and that proper shipping facilities be had to and from the port, to concentrate on our line the great bulk of freights in transit between the country referred to and the North. We have already running in connection with the road a daily line of Steamers to Baltimore, receiving and landing freights at our wharves. To complete the facilities requisite, it is necessary

that lines should be added to Philadelphia, New York, and Boston, and offices established in those cities for the reception of freight for our road. The line to New York is the most important; and we would suggest the expediency of such action on your part, as may be necessary to obtain the authority in connection with the North Carolina Railroad Companies, or either of them, or other parties, to establish the lines. Until the necessary Legislation be had to authorize the Company to procure and run lines of steamers, or to take stock in a Company chartered for the purpose, arrangements could in all probability be made by this and the other Railroad Companies referred to, or by this, to induce the owners of suitable vessels to place them on the line. It may probably, be well to remark here, that the vast culture of early vegetables carried on in the immediate vicinity of Norfolk and Portsmouth, will afford full outward freights for the steamers, during those months of the Spring and Summer when there would be the least freight offering in connection with the road.

Since your last Annual Meeting, the freight and passenger trains have been run with regularity, save during a few days after the storm of the 18th of January, when the line was obstructed by snow. There has been no forfeiture of mail service.

In accordance with your recommendation, the question of suspending all operations on the Sabbath has met full consideration; and in view of all the interests involved, it has been deemed best to continue running the upward train from Portsmouth to Weldon. The running of the downward train on Sunday has been suspended.

During the year the attention of the Directors has been called to the resolution adopted at your Annual Meeting, in 1854, directing that on all freights "conveyed by the mail train not less than twice the charge made on freights by the freight train be required," in connection with the transportation of freights for Adams & Co.'s Express by the mail train. After the adoption of the resolution, the rates of freight by the freight trains had been altered; but no corresponding alteration had been made in the charge for transporting for Adams' & Co's Express. As nearly two years had elapsed since the alteration in rates had been made, and the Express Company were unwilling to pay the increased rate; the mattter coming directly in the scope of the resolution, it was thought advisable by the Directors to refer it to your consideration.

Much attention has been paid and much labor bestowed during the year on the line of the road—trestle work and bridges.

Two of the smaller bridges have been re-built, and a third nearly so. The numerous short trestles at the upper end of the road, have been mostly filled up by embankment, under three of which we have built stone culverts, leaving openings in the others for culverts so soon as the finances of the Company will sanction their being laid. The rails have been re-placed wherever the appearance of defect or wear required it, and over 12,000 white oak sills have been substituted for cypress which had decayed. The contemplated connection through Water Street in Portsmouth, between your two wharves and warehouses has been laid, adding greatly to the dispatch of business and bringing fully into use the large warehouse on High Street.

As suggested in the last report, we proceeded in the Spring to erect an engine house on the land purchased adjoining the shops for that purpose. While not yet entirely finished, although we had been using it as a shelter for our engines for two or three months, it was prostrated by a tornado which swept over the Western suburbs of Portsmouth, on the 4th of November last. The estimated costs of re-construction is from \$2,500 to \$3,000.

The equipment of the road, considering the extent to which it is taxed by the demands of our business, has been kept in excellent order. Its extent and condition will be seen by reference to the statement of the Superintendent of Machinery herewith submitted. Should our business materially increase, it will be necessary to add to the number of our locomotives; but for the present, with the aid of the Portsmouth now re-building, and to be finished in a few weeks, in addition to those in efficient use, we shall suffer no embarrassment for want of power. We have added to the equipment during the year two 2nd class passenger and baggage cars, fourteen platform, two house and four cattle cars. One passenger coach is yet needed, to enable us to alterate the coaches in running, and afford better opportunity for inspecting and keeping them in order; and some additional house cars to prevent the accumulation of freight in our warehouses, and give proper dispatch to it in the busy seasons.

The officers and agents of the Company generally, have been faithful and efficient in the discharge of their duties—to their skill, attention and fidelity, is mainly to be attributed whatever of success has attended our operations.

We present herewith the report of the general Superintendent made to the President and Directors; the statements of the Treasurer, exhibiting in full our financial condition and receipts and disbursements for the year, and those of the master

of transportation, showing an abstract of our business for the current year.

Respectfully submitted on behalf of the President and Directors.

SAMUEL M. WILSON, *President.*

STATEMENT showing the Financial Condition of the Seaboard and Roanoke Railroad Company on the 31st Day of January, 1857.

Cost of Road and Property.— On the 31st of January, 1856, as per eighth Annual Report	\$1,301,527 93		Capital Stock.—Subscribed by individuals.....	\$344,000 00
Equipment, Construction and Improvements during the year ending 31st January, 1857....	30,606 18		Do do Norfolk City.....	75,000 00
Investment.—Raleigh and Gaston Rail Road Stock, 325 shares.....	32,500 00		First Preferred Stock—Converted from 2d Mortgage Bonds.....	200,000 00
Roanoke Valley R. R. Road Bonds.....	1,200 00		Second Preferred Stock—Converted from 3d Mortgage Bonds.....	25,000 00
Debts Due the Company.—William Ward (in suit).....	7,250 00		First Mortgage Bonds—payable in 1860.....	225,000 00
Sundries (in open ac.).....	6,052 91		Third do do in 1870.....	300,000 00
Purchase of Bonds.—Fourth Mortgage.....	19,000 00		Fourth do do in 1856.....	75,000 00
Cash.—On hand 31st January, 1857.....	4,850 66		Debts Due by the Company.—Bills Payable outstanding, 31st January, 1857.....	60,000 00
			State of North Carolina (Weldon Toll Bridge).....	435,000 00
			Sundries, (in open ac.).....	
			12,335 00	
			3,058 87	
			102,424 15	
			865,662 48	
			644,098 95	
			221,563 53	
			\$1,402,987 68	

*STATEMENT showing the Receipts and Disbursements of the Seaboard & Roanoke R. R. Co.,
for the fiscal year ending the 31st day of January, 1857.*

OFFICE SEABOARD & ROANOKE RAIL ROAD CO., Portsmouth, Va., January 31st, 1857.
RICHARD WALKE, Treasurer, S. and R. R. Co.

STATEMENT showing the Current Expenses paid out of the Income of the Seaboard and Roanoke Rail Road Company, from the 31st day of January, 1856, to the 31st day of January, 1857.

Officers Salaries—embracing the President, Superintendent, and Treasurer.....	\$4,840 00
Office Expenses—embracing the Printing, Advertising, Postages, Newspapers, Stationery, &c,.....	813 80
Depot Expenses—embracing Compensation of Agents, Repairs, Water Tanks, and Hands at Country Depots,.....	25,899 24
Repairs of Road—embracing Timber, Iron, Tools, Compensation of Managers and Overseers, and Hire and Support of Hands.....	28,783 64
Train Expenses—embracing Compensation and Expenses of Conductors, Engineers and Agents—Cost of Wood, Oil, Waste, &c,.....	28,632 29
Repairs of Engines and Cars—embracing Compensation of Foreman in Shops, Workmen, and Materials used in Repairs,.....	22,893 92
Contingent Expenses—embracing amount paid for Stock killed, Merchandise lost and damaged, State Tax for Mileage of Passengers, Insurance, &c,.....	6,043 47
Horses, Stables, &c.—Food, Shoeing, repairs Harness, and purchase of Horse,.....	2,753 61
	<u>\$120,659 97</u>

OFFICE SEABOARD & ROANOKE RAILROAD CO., PORTSMOUTH, VA., JAN. 31ST, 1857.

RICHARD WALKE, *Treasurer.*

STATEMENT of the Receipts of the Seaboard and Roanoke Rail Road Company, for the fiscal year ending 31st January, 1857.

1856.	Passengers Local.	Passengers Portsmouth & Weldon.	Passengers Through.	No. of Pas'grs.	Freight Up	Down	Freight Local.	Freight Portsmouth & Weldon.	Freight Total.	Adams' Exp. Co.	U. S. Mail.	Total,
FEBRUARY.	2,134 16	2,044 00	44 00	4,222 16	2,421	592	2,233 1	4,265 99	4,230 67	8,496 66	96 00	666 67
MARCH.	2,225 37	1,410 12	1,584 54	5,220 03	2,723 1	1,085	1,964	3,764 24	5,927 97	9,692 21	376 75	666 67
APRIL.	2,282 64	1,737 89	2,224 61	6,245 14	2,973	1,113	3,015	6,100 45	12,120 31	279 10	666 67	15,955 66
MAY.	2,664 84	2,109 49	2,373 01	7,147 34	3,647	705	3,081	4,718 08	9,332 02	271 91	666 67	19,311 22
JUNE.	2,304 26	2,143 53	2,287 97	6,735 76	3,169	620	1,741	2,733 92	4,234 06	6,967 98	150 12	666 67
JULY.	2,787 88	2,185 86	3,079 64	8,053 38	4,002 1	519	2,061 1	3,092 67	4,022 61	7,115 28	206 81	666 67
AUGUST.	2,560 20	2,362 10	3,467 40	8,389 70	4,011 1	1,026	1,554 1	3,049 86	4,695 91	7,745 77	108 65	666 67
SEPTEMBER.	2,664 56	3,171 63	4,922 87	10,759 06	4,435	1,541	1,318 3	3,242 79	6,814 75	10,067 54	299 80	666 66
OCTOBER.	2,989 31	2,404 95	4,788 55	10,182 81	4,639 1	1,509	2,081	5,035 54	11,169 97	273 74	666 67	21,783 06
NOVEMBER.	2,625 82	2,258 45	2,934 55	7,818 82	3,872	876	2,071	3,324 89	5,203 89	8,528 78	294 24	666 67
DECEMBER.	3,413 45	1,978 17	2,034 33	7,425 95	3,748	778	1,793	4,164 96	3,673 25	7,838 21	330 69	666 66
1857.	2,789 15	2,331 17	840 33	5,960 65	3,062	674	1,525	3,032 80	2,649 28	5,682 08	170 66	666 66
JANUARY,...	\$31,441 64	\$26,137 36	\$30,581 80	\$88,160 80	42,594	11,038	24,440	\$46,626 19	\$58,120 62	\$104,646 81	\$2,858 47	\$203,666 08

OFFICE SEABOARD AND ROANOKE RAIL ROAD CO., Portsmouth, January 31st, 1856.
RICHARD WALKE, Treasurer, S. and R. R. Co.

STATEMENT of number of Passengers over the Seaboard and Roanoke Railroad for the fiscal year, ending 31st January, 1857.

MONTHS. 1856.	Ports- mouth.	Suffolk.	Cars- ville.	Black- water.	Murfees-	New- soms.	Boykins.	Branch- ville.	Marg'ts- ville.	Sea- board.	Weldon.	TOTAL.
FEBRUARY, . . .	863½	501	93½	164	53	43½	92½	51	52	83½	423½	2421
MARCH,	1263	493½	59	179	41	52	102	43½	40½	101	349	2723½
APRIL,	1509	477½	89½	203	69½	43½	91½	28½	20	69	372	2973
MAY,	1866	665½	102	185½	36	52½	119	61	43½	74	442	3647
JUNE,	1548	472½	41	195½	48	27	106½	23½	38½	76½	592	3169
JULY,	2127	475½	84	251	88	80	194	26	71	69	537	4002½
AUGUST,	2099	585	50½	162	56	56½	132	47	58½	112	653	4011½
SEPTEMBER, . . .	2527½	625	75½	165½	41½	48	121	45	33	84	669	4435
OCTOBER,	2604	684	69½	231½	82	44½	99	32½	49	87½	556	4539½
NOVEMBER, . . .	1763	662½	114½	259½	43½	68½	180	24½	60½	91½	601	3872
DECEMBER, . . .	1456	478	79½	242	107	63½	180	50	118½	122½	651	3748
1857.												
JANUARY, . . .	1198	508	154½	373	35½	51	119½	80½	34	96½	401½	3052
	21027	6628	1013	2611½	701	630½	1537	513	619	1067	6247	42594

OWEN D. BALL, Agent.

REPORT of the principal articles of Up Freight on the Sea-board and Roanoke Rail Road, for the year ending 31st January, 1857.

	No. of Tons.	Bbls. Sugar	Bbls. Lime.	Bbls. Liquor.	Sacks Salt.	Bags Guano.	Bags Coffee.	Hds. Mol.
1856.								
FEBRUA'Y	592	196	266	193	191	3775	166	9
MARCH ..	1085	509	493	552	60	1957	342	35
APRIL ..	1113	397	1083	417	23	1339	231	60
MAY....	705	375	604	316	108	638	125	47
JUNE....	620	242	549	264	164	430	123	25
JULY....	519	248	370	260	179	870	99	20
AUGUST..	1026	250	884	339	963	3033	95	18
SEPT'R...	1541	558	924	353	1038	4736	270	22
OCT'R...	1509	384	1232	407	1174	3358	236	22
NOV'R...	876	179	559	350	825	301	135	12
DEC'R...	778	274	190	753	989	183	251	12
1857.								
JAN'Y...	674	148	411	317	398	14	113	3
	11038	3760	7565	4521	6112	20634	2186	285
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	T'ns.	Total Tons.
	470	945 $\frac{1}{2}$	791	764	1547 $\frac{1}{2}$	164	214	4896
	Miscellaneous Tons,.....							6142
	Total Tons,.....							11038

O. D. BALL, *Agent.*

REPORT of Down Freight from 1st February, 1856, to 31st January, 1857.

Specified Tons,..... 22388
Miscellaneous,..... 2051

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Total Tons..... 2439
O. D. BALK, Agent.

*REPORT of the character and condition of the Locomotives
on the Seaboard and Roanoke Railroad, Jan. 31st, 1857.*

NAME OF ENGINES.	Character of Engines.	Weight.	Condition.	Miles run.
Virginia	8 wheeled, 4 drivers, 5 ft. di.	44000	In good order.	20339
Raleigh	8 " 4 " 5 $\frac{1}{2}$ "	40000	" "	23120
Baltimore	8 " 4 " 5 $\frac{1}{2}$ "	40000	" "	20995
Palmetto	8 " 4 " 5 "	40000	" "	14631
Wm Collins	8 " 4 " 5 "	36000	" "	21213
Norfolk	8 " 4 " 5 "	30000	" "	6443
Roanoke	8 " 4 " 4 "	24000	" "	6331
Portsm'uth	6 " 2 " 4 $\frac{1}{2}$ "	20000	" "	4285
Remus	6 " 2 " 4 "	18000	" "	5162
A. Joyner	6 " 2 " 4 "	18000	" "	3455
Romulus	6 " 2 " 4 "	18000	" "	65
				126039

J. B. PENDLETON,
Supt. Machinery.

Character and condition of the Cars on the Seaboard and Roanoke Railroad, January 31st, 1857.

Number.	Description.	Present Condition.
4	First Class Passenger Cars,.....	In good order.
2	Smoking, Mail and Baggage Cars,...	" "
4	Baggage Cars,.....	" "
54	House Freight Cars,.....	
5	Covered Cattle Cars,.....	
79	Platform Freight Cars,.....	
12	Gravel Cars,.....	
6	Pair Timber Trucks,.....	

J. B. PENDLETON,
Supt. Machinery.



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